

AMENDMENTS TO THE CLAIMS:

Amend the claims as follows:

1. *(Original)* An aircraft landing gear door assembly including a plurality of doors movable between open positions, in which landing gear can be deployed through an aperture, and closed positions, in which the doors are closed across the aperture, the plurality of doors including a first door and a second door adjacent to the first door in the closed positions of the doors, the first door being so mounted that its movement from its closed position to its open position involves movement of at least part of the first door through space which is occupied by the second door in its closed position and vacated by the second door in its open position.

2. *(Original)* An assembly according to claim 1, in which the first door is mounted for fixed-axis rotational movement about a first generally longitudinal axis.

3. *(Original)* An assembly according to claim 2, in which the first generally longitudinal axis is disposed at a location vertically spaced above the level of the aperture.

4. *(Original)* An assembly according to claim 3, in which the first generally longitudinal axis is disposed in a region overlying the locations of adjacent edges of the first and second doors when they are closed.

5. *(Currently Amended)* An assembly according to ~~any preceding claim 1~~, in which the second door is mounted for fixed-axis rotational movement about a second generally longitudinal axis.

6. *(Currently Amended)* An assembly according to ~~any preceding claim 1~~, further including a linkage mechanism and a prime mover, the linkage mechanism connecting the plurality of doors to the prime mover such that the prime mover is effective to operate all the plurality of doors.

7. *(Original)* An assembly according to claim 6, in which the prime mover comprises a linear actuator, one stroke of the actuator in one direction being effective to move the doors from the closed positions to the open positions and one stroke of the actuator in the opposite direction being effective to move the doors from the open positions to the closed positions.

8. (*Currently Amended*) An assembly according to any preceding claim, in which the plurality of doors includes a third door mounted for movement between closed and open positions, the first and third doors defining a pair of doors on opposite sides of the aperture.

9. (*Original*) An assembly according to claim 8, in which the plurality of doors includes a fourth door adjacent to the third door in the closed positions of the doors, the fourth door mounted for movement between closed and open positions, the third door being so mounted that its movement from its closed position to its open position involves movement of at least part of the third door through space which is occupied by the fourth door in its closed position and vacated by the fourth door in its open position.

10. (*Original*) An assembly according to claim 9, in which the third door is mounted for fixed-axis rotational movement about a third generally longitudinal axis.

11. (*Original*) An assembly according to claim 10, in which the third generally longitudinal axis is disposed at a location vertically spaced above the level of the aperture.

12. (*Original*) An assembly according to claim 11, in which the third generally longitudinal axis is disposed in a region overlying the locations of adjacent edges of the third and fourth doors when they are closed.

13. (*Currently Amended*) An assembly according to ~~any of claims 9 to 12~~claim 9, in which the fourth door is mounted for fixed-axis rotational movement about a fourth generally longitudinal axis.

14. (*Currently Amended*) An aircraft including a landing gear door assembly according to ~~any preceding claim~~1.